

## EXHIBIT – Government Project Description and Description of Research Project (Question 4 & 6)

In 2016 the NW 33 Innovation Corridor in Partnership with the Ohio Department of Transportation (ODOT) was awarded a \$5.9 Million dollar grant thru Advanced transportation and Congestion Management Technologies Deployment (ATCMTD) initiative. The project was intended to equip a 35 mile long corridor along US-33 between East Liberty and Dublin, Ohio with advanced technology and has since been named the US-33 Smart Mobility Corridor. For a press release regarding the project see the following link: [https://www.fhwa.dot.gov/pressroom/fhwa1651\\_columbusunioncounty.cfm](https://www.fhwa.dot.gov/pressroom/fhwa1651_columbusunioncounty.cfm). For additional information about the ATCMTD Grant Program see the following link: <https://www.grantsoffice.com/GrantDetails.aspx?gid=38961>.

The project partners have been hard at work deploying the infrastructure and technology devices and are nearly ready to start testing and research along the corridor. The project was scoped to utilize DSRC Technology which at the time of grant award was being granted broadcast licenses thru FCC. However, after the notice of proposed rule change released on December 19, 2019 the FCC froze license applications requesting to broadcast using the full DSRC 5.9 GHz band. **To allow this project to move forward as originally scoped, ODOT is requesting Approval of a Conventional Experimental License to operate (63) DSRC RSU's along the US-33 Smart Mobility Corridor.**

Below is a bullet point list of the primary objectives of the US-33 Smart Mobility Corridor Project:

- Will create a first of its kind testing ground for Connected and Automated Vehicle (CAV) testing and advancements.
- Will facilitate ongoing research and development of CAV technologies. Will allow for testing to occur at Transportation Research Center (TRC) and then out onto open road on rural and urban freeway as well as large and small city environments.
- Will equip public and private vehicles that will interact with the roadside CAV infrastructure. These vehicles will have CAV applications that assist drivers to improve safety. These applications will include:
  - Curve Speed Warning
  - Intersection Safety Warning and Collision Avoidance (Red Light Violation Warning)
  - Pedestrian Crossing Warning
  - Reduced Speed Zone and Lane Closure Warning
- Will provide the back-end infrastructure (i.e. Fiber Optic, easily accessible power, high speed network, etc..) to allow scaling-up of additional CAV infrastructure and applications throughout the corridor.
- Will increase accessibility to high speed fiber optic network throughout the corridor.

The CAV technologies currently being deployed are currently utilizing DSRC Technologies. If the project is not permitted to broadcast utilizing the 5.9 GHz DSRC Band it will delay the deployment and subsequent research and testing on these technologies that has the potential to save lives.